

Buller and Methuen.

British Generals Unmasking Enemy's Position and Two Great Battles at Hand.

Boers Tell of Fifty Prisoners Taken From Methuen But Report Not Confirmed.

Skirmish on Line of Railway Near Point Six Protected By Canadians.

By Associated Press.
Frere Camp, Natal, Dec. 11 (Monday) 7 p.m.—The British cavalry reconnoitered to-day abreast of Colenso and exchanged shots with parties of Boers who fell back across the river. The kopjes were observed to be thickly occupied by the enemy.

The railway bridge at Colenso has been completely destroyed. Two stone piers were blown up last night. The highway bridge is intact.

London, Dec. 11.—The bridge over the Tugela is complete, and a general advance is momentarily expected.

METHUEN FEELS HIS WAY.

Can Get No Reply From Supposed Defences of Spytfontein But Unmasks Another Boer Position.

Modder River, Cape Colony, Dec. 10.—This afternoon the naval gun took up a position north of the camp, while the howitzer battery was posted southeast. Both opened fire with lyddite shells and shrapnel. The Boers replied with a dozen guns, thus unmasking their position. After an hour's fighting the Boer guns were silenced. The explosion of the lyddite caused the whole ground over an extensive area to rise in the air in dense brown clouds. A Boer long gun was dismounted.

It now appears that the Boers intend that the next fight shall take place at Magersfontein. Apparently Spytfontein is unmasked and the Boers are unwilling to unmask their position there, as the replies to the British artillery were all from guns at Magersfontein.

THE BOER VERSION.

Pretoria, Dec. 11.—In the fighting at Modder River yesterday evening Gen. Cronje maintained his position and captured 50 British soldiers.

SKIRMISH ON THE LINE.

London, Dec. 11.—The Daily Telegraph's despatch from Modder River, December 5, says:

"A thousand Boers attacked two companies of the Second Northamptonshire Regiment, who had been left to guard the line of communication at Enslin. Gen. Methuen despatched the Twelfth Lancers and Seaforth Highlanders, together with the Sixty-Second Field Battery, to their assistance. The enemy withdrew when the reinforcements approached. The cavalry pursued them. The British loss was one killed and six wounded."

THE SORTIE PRAISED.

New York, Dec. 11.—The Herald's London cable says news of the destruction of the Boer guns at Ladysmith has created great enthusiasm, and the fact that the correspondent's account of the fighting reached Frere on Saturday is taken to indicate that the Boer investment is not so strict as it has been.

SPYTFONTEIN IN DETAIL.

Gen. Gatacre Does Not Impute Treachery to Gaily's Retreat

London, Dec. 12.—The war office has received the following from Gen. Gatacre reports as follows:

"The idea to attack Stormberg seemed to promise certain success, but the distance was underestimated by myself and the local guides. A policeman took us round some miles, consequently we were marching for about nine miles, and were landed in an impossible position. I do not consider the error intentional."

"The Boers commenced firing from the top of an unscalable hill and wounded a good many of our men while in the open plain. The Scotch Northumberlanders tried to turn on the enemy, but failed. The Second Irish Fusiliers seized a kopje near by and held on, supported by the Mounted Infantry and Cape Police."

"The guns under Jeffrey's could not have been better handled, but I regret to say that one gun was overturned in a deep nullah and another sank in quicksand. Neither could be extricated in time to be available."

"Seeing the situation, I sent a despatch rider to Molleno with news and collected and withdrew our force from the ridge to ride for about nine miles."

"The Boer guns were remarkably well served. They carried accurately 5,000 yards."

"I am holding Bushmanshook and Geyerz, and am sending the Irish Cavalry and Northumberlanders to Stormberg to recuperate."

"The wounded proceed to Queenstown. The missing Northumberlanders number 366, not 306 as previously reported."

A HARD BLOW.

Methuen Fails in Assault on Boer Trenches—Two Hundred of Black Watch Slain in Few Minutes.

Taken by Surprise When Marching in Close Formation by Murderous Fire From Hidden Enemy Two Hundred Yards Distant.

After Desperate All Day Assault Gordons Make Gallant Charge Over Same Position But Driven Back by Hail of Shrapnel.

Methuen Rests in Security at Modder.

London, Dec. 13.—Gen. Forester-Walker telegraphing from Capetown at 4:30 p.m. sends the following despatch from Gen. Methuen dated Modder River, December 12, 7:30 p.m.:

"As the Boers occupied their trenches strongly this morning I retired in perfect order here, where I am in security."

"I have gathered from some of the prisoners and from our men with the ambulance who talked with the Boers that the enemy's losses were terrible, some corps being completely wiped out."

London, Dec. 13.—The war office has received the following despatch from Gen. Methuen dated December 12:

"Our artillery shelled a very strong position held by the enemy in a long, high kopje from four until dusk on Sunday. It rained hard last night."

"The Highland Brigade attacked on Monday the south end of the kopje. The attack was properly timed, but failed. The Guards were ordered to protect the Highlanders' right and rear."

"The cavalry and mounted infantry, with a howitzer and artillery battery, attacked the enemy on the left and the Guards on the right, supported by field artillery. They shelled the position from daybreak, and at 1:15 I sent the Gordons to support the Highland Brigade."

"The troops held their own in front of the enemy's entrenchments until dusk, the position extending, including the kopje, for a distance of six miles to the west of the Modder River."

"To-day I am holding my position and entrenching myself. I had to face at least 12,000 men. Our loss was great."

THE PRESS DESCRIPTION.

North of Modder River, Monday, Dec. 11.—The Guards and the Highland Brigade early last night moved from the Modder River camp, marching in a northerly direction. The objective of the Highlanders was the eastern source of the Boer position, the Guards following the bank of the river, while the Yorkshire Light Infantry moved along the river side.

Just before daybreak the Highlanders arrived within 200 yards of the Boer entrenchments at the foot of a hill. Suspecting that the Boers were in the vicinity, the British were still marching in quarter column in close order, when they met a terrible fire from the flanks, and were forced to retreat with heavy loss. The troops returned under the shelter of some rising ground and gallantly held the position. Later the Gordons arrived and the troops gradually worked their way to within 300 yards of the Boer position.

In the meanwhile a naval gun at the Modder River, the howitzer batteries and the artillery opened a terrific fire enfilading the trenches and searching every portion of the Boer position. The Boers were entirely silent.

In the meanwhile the Boers on the open ground directly in front moved with the object of making a flank attack, but this was frustrated by the Guards and artillery. The Boers recommenced shelling in the evening, but no damage was done. The British slept on their position.

When the Highlanders met the numerous misfortune to members of the Ottawa company. Many inquiries reached the militia department, and it fortunately turned out that no bad news of the Canadians had been received.

Your correspondent asked the Minister of Militia if any further steps had been taken in regard to furnishing a second Canadian contingent. "The home authorities have our offer," replied Dr. Borden, "and you know the answer we received. We are quietly preparing, so that in the event of the British government deciding to accept the services of a second contingent, we could promptly send the men."

"Don't you think that the acceptance of the contingent by the Imperial government might be regarded at this juncture as an evidence of weakness?" your correspondent asked. "The answer," replied the doctor, "is that it might, but one cannot afford to be very fastidious at a critical period like the present."

Ottawa, Dec. 13.—Up to a late hour to-night no word has been received from Col. Otter respecting the movements of the Canadian contingent. The general supposition here is that they were not in the fighting at Modder river on Sunday. At any moment, however, word may come that our boys are in the thick of the fray.

Mrs. Drummond to-night received a cablegram from Major Drummond dated Modder River to-day, stating that he is safe. This is taken to mean that the Canadian contingent has arrived there and that Gen. Methuen is holding his own.

Will positively cure sick headaches and prevent its return. Carter's Little Liver Pills. This is not talk, but truth. One pill a day. See advertisement. Small pills. Small dose. Small price.

A Great Name

is a guarantee of Superior Worth

In baking powder, in these days of unscrupulous adulteration, a great name gives the best security.

There are many brands of baking powders, but Dr. Price's Cream Baking Powder is recognized at once as the brand of great name, a powder of highest favor and reputation.

Everyone has absolute confidence in the food where Dr. Price's Baking Powder is used.

Pure and healthful food is a matter of vital importance to every individual.

Dr. Price's Cream Baking Powder assures the finest and most wholesome food.

NOTE.—Avoid the imitation baking powders. They are mostly made from alum, a cheap, caustic acid, which makes the food unwholesome.

PRICE BAKING POWDER CO., CHICAGO.

A Terrible Surprise.

British Marched Without Giving Close to Protected and Concealed Enemy.

Artillery Raked Boer Trenches With Deadly Effect But Storming Impossible.

Colonial Offers of More Troops Should Now Be Accepted by War Office.

By Associated Press.

London, Dec. 14.—4:45 a.m.—The papers this morning sorrowfully admit that Lord Methuen's check at Magersfontein is the most serious event the war has yet produced.

The Times says: "At least 30,000 additional men must be sent out. The entire available reserve must be called out and the militia and volunteers turned to account. Efforts must be made to increase the local colonial forces and further offers of troops from Canada and other colonies must be sought and accepted."

THE ILLUSTRIOUS DEAD.

This morning (Tuesday) both sides occupied the positions they held before the battle. The greatest bravery was displayed by both officers and men.

Capetown, Dec. 12.—Methuen wires that Gen. Wauchope was killed in action yesterday.

Modder River, Dec. 13.—The British casualties yesterday included the Marquis of Winchester, major of the Second battalion Coldstream Guards, who was killed, and Col. Dowdham, of the First battalion of the Gordon Highlanders, who was mortally wounded.

The wounded include Lieut.-Col. A. E. Codrington and Capt. Sterling, both of the First battalion of the Coldstream Guards.

BOER STRONGHOLD DESCRIBED.

The position Lord Methuen assaulted is thus described by a correspondent: "Magersfontein range terminates on the east with an abrupt saddle rock some 150 feet high. Boer entrenchments are all around this whole front. The position is some two miles long due east and west. The western ends of the trenches follow the contour of the kopjes and afford a retreat."

It is estimated here that Lord Methuen's forces amounted to 11,000 men and perhaps more. No reliable estimate of his losses has as yet been received. They are believed to have been at least 450. All the papers comment upon the extreme gravity of the situation and upon the momentous decision Lord Methuen now has to take, whether to remain at Modder River or to retire on Orange River.

BOERS CLEVERLY HIDDEN.

London, Dec. 14.—The special correspondent of the Daily Mail at Modder River, describing the fighting, says: "The Boer trenches extended far beyond the kopje and the open plain. Those on the plain were hidden by screens of leaves. Those near the kopje were guarded by a double line of barbed wire, evidently for fear of our storming and bayonet attack."

EXECUTION BY ARTILLERY.

"We raked the kopje and trenches with an intense, well directed fire of 30 guns, including a naval gun and a howitzer battery, both using lyddite. I believe they inflicted severe damage."

"The Boer prisoners report that one lyddite shell fell among 40 men, only five of whom escaped unhurt. Other shells burst in the enemy's laager, causing its complete destruction."

"The Boers are still in larger force than we found them at Modder River, outnumbering us by almost three to one. The Transvaalers are apparently dominating in their military councils, although in a minority."

A TERRIBLE SURPRISE.

London, Dec. 14.—Mr. Julian Ralph, describing his battle at Magersfontein, in a special despatch to the Daily Mail, says:

"The Boers were entrenched at Magersfontein, four miles from Modder River. At dawn Monday the Highlanders, advancing across the veldt, were suddenly subjected to a murderous fire from the trenches, about 200 yards in front. The greater part of the fearful morning of the day was thus suffered in a single minute."

"Startled and overwhelmed, the brigade retired quickly, but soon rallied and retained their positions. This was on the left."

"On the right the Guards brigade advanced across the veldt against the outside trenches and fought an invisible foe for 15 hours."

At 11 in the morning the Gordon Highlanders were sent to the front. The Boers allowed them to pass one line of trenches and then enfiladed them.

"We raked the Boer trenches throughout the day. The fighting only ceased with nightfall."

MORE MEN AT ONCE.

London, Dec. 14.—The Associated Press understands that the war office yesterday (Wednesday) decided, in view of Lord Methuen's losses at Magersfontein, to mobilize the Eighth division in reserve and to send the Seventh division to the Cape. Certain foreign stations will probably be garrisoned with Militia, and if necessary volunteers will be called to take the place of the Militia at home. It is also likely that the Militia reserve will be sent out to join their respective battalions, and the war office intends to order four more battalions of militia for permanent duty.

KIMBERLEY TOOK NO PART.

London, Dec. 13.—A despatch from Boer sources says that Kimberley remained quiet during the battle at Magersfontein.

THE BOER REPORT.

Pretoria, Dec. 11.—An official report says:

"A battle at Modder River began yesterday. Heavy fighting occurred between 3:30 a.m. and 2:30 p.m., with cannon, Maxim's and rifles. A bombardment began at 4:30 o'clock and the fighting continued."

Mafeking In Straits.

Short Rations For Everybody In Prospect of a Prolonged Siege.

Boer Shelling Continuous and With Increased Effect—Sorties by Train.

Fanciful Story From Ladysmith Illustrating Boer Awe of British Bayonets.

By Associated Press.

London, Dec. 13.—(4:45 a. m.)—With the exception of Sunday's sortie from Ladysmith, which the morning papers are unanimous in regarding as a brilliant piece of work, there are no further advices from the seat of war. A war office despatch reports that Mafeking was safe up to December 4, but that the Boers had shelled the town since November 27 with increased effect. Rations had been considerably reduced, meat by half a pound and bread by a quarter of a pound, in view of a probable long siege. Water, however, was still plentiful. The Boers fear the British bayonets. This is illustrated in the full accounts now arriving of previous sorties. It seems that in Sir Archibald Hunter's sally from Ladysmith to capture the Boer guns, the British did not carry bayonets. While they were storming the hills the Boers, suddenly aroused from their sleep, rushed to the edge and opened an indiscriminate fire upon the British. But just before the British secured a footing on the top of the hill, some one among them shouted, "Fix bayonets and give them a cold steel." At this the Boers turned and fled into the darkness.

STILL SHELLING LADYSMITH.

Boers Maintain Their Feeble Attack—Buller Probably Now Advancing on Colenso.

Frere Camp, Natal, Dec. 12.—The Boers are still shelling Ladysmith. The heat is terrible.

London, Dec. 13.—A despatch from Frere Camp, dated Tuesday, says: "This morning, a union brigade, under Gen. Barton, advanced without opposition and took up a strong position near Colenso."

Gen. Buller's advance in the direction of Colenso seems to have actually commenced. The military attaches have left Capetown to join Gen. Buller via Durban.

"A balloon has just arisen above the British position, where it remained 10 minutes and descended."

"At 9 o'clock this morning a further report was received from Modder River. A despatch rider brought word that all the Boer positions had been maintained, and that 41 British prisoners had been taken. At 9:30 o'clock it was reported that the heavy cannon fire had somewhat abated."

New York, Dec. 13.—A special from Pietermaritzburg to the World, dated yesterday, says one thousand Kafirs have been sent forward to aid the British forces at Frere Camp.

The Mining Wonderland

Scenes on Excursion to Boundary District a Revelation to Coast Merchants.

Mines Already Supporting Cities Promising to Rival Any on the Coast

New Railway a Marvel of Enterprise—Serving Region of Fabulous Wealth.

When the officials of the Canadian Pacific Railway Company invited the business men of the Coast cities to visit the Kootenay and Boundary Creek countries they promised that they would open their eyes. In this they succeeded, as the gentlemen who returned home last evening after an absence of ten days, were in every particular. Nothing that would tend to the pleasure of those forming the party or would assist them in seeing the country through which they passed, was left undone by Mr. Allan Cameron, the assistant general freight agent of the company, and the officials in the Kootenay and Boundary districts. In this they were assisted by the residents of the cities visited on route.

Of course the greatest surprise, both to those who had been through the district before and those who had not, was the development that has taken place and the leading part that the great Canadian institution, the C. P. R., has taken in it. Men who had left Victoria and Vancouver expecting to see nothing but rough mining camps saw cities in which there are buildings equal to those in the Coast cities, mines that rival those in the world and one hundred miles of railway that cost \$5,000,000, the most wonderful piece of engineering work on the American continent and passing through a country a panorama of scenic beauty which in time must attract thousands of tourists yearly, for here they can see the counterpart of Switzerland only even grander.

The Victorians, seventeen in number, who accepted the kind offer of the C. P. R., left home on Friday morning of last week and were joined at Vancouver by the contingent from the Terminal and Royal cities, making a party of 70. Three special Pullman sleepers, those cozy and comfortable ones which have made the American continent and passing through a country a panorama of scenic beauty which in time must attract thousands of tourists yearly, for here they can see the counterpart of Switzerland only even grander.

GREENWOOD. A run of nine miles from Eholt, along the Eholt river and Boundary creek, brings the train to Greenwood, the present terminus of a line that will develop the whole of Southern British Columbia and connect with the line from Sicamous on the main line via Penitence and Veranda, forming a complete route to the Kootenay railway coming to the Pacific coast from the mountains and through the Fraser valley.

COLUMBIA & WESTERN. In the morning, after the arrival of the Rossland and Nelson contingents, 250, the jolly crowd started on the greatest railway climb that any man has ever taken, and the passenger is climbing through a panorama, to which no pen and even the most skillful artist could possibly do credit.

With the exception of a short stretch between Cascade and Grand Forks, British Columbia through some of the best farming land in the province, most of which is under cultivation, the road is a mountain one, and the passenger is constantly looking down mountain sides, and even in some directions at mountains and more mountains, each

more majestic than the last. From Robson the line runs 23 miles along Lower Arrow lake, at this point very often called the Columbia river, of which it is the headwaters. This 23 miles is a continuous grade climb to the mountain to pierce the 3,000 foot tunnel which is to pierce Bulldog mountain. This tunnel through solid rock, one of the longest on the continent, will be completed in about a month, there being but 80 feet of rock to go through before it is finished.

There was no sign of the weather on each side of the rock separating the two openings and a large number of men are engaged. At present a switchback is being used to cross Bulldog mountain from Bulldog creek on the east side to Dog creek on the west side. The switchback is five miles in length, there being six legs on the east side and five on the west side. The vertical height from the eastern end of the tunnel to the summit is 450 feet, which is a gain of 400 feet above sea level. The view from this point is without comparison and particularly so during winter when the mountain sides and cedars are bending beneath their weight of snow. But even in summer it alone must be well worth a trip from any part of the world by those who seek pleasure. The line descends from the summit down to Dog creek, nearly sea level, and then makes a sharp turn and climbs to the summit of the divide between the Columbia river and Christina lake watershed, running along the latter lake and many hundreds of feet above that pretty sheet of water, reminding Victorians of the Saanich Arm as seen from the E. & N. railway. This divide is somewhat lower than the summit of the switchback, which is climbed with an ascent of 4 per cent. Through the main divide runs Porcupine creek, which is crossed on a 180-foot trestle, in the building of which a million feet of timber were used. Then the road runs through a number of gulches and gorges to Christina lake again reaching nearly sea level after a run of 24 miles, passing on route the camp of Burnt Basins, where a number of rich finds have recently been made. At the foot of Christina lake and the mouth of Kettle river is Cascade City, where a great dam is being built to utilize the water-power of Cascade falls.

Cascade is an ambitious little place, those who have interested themselves in her future predicting that the promising mines in the vicinity, the water-power and the town's position at the eastern entrance to the wonderfully fertile valley, will eventually place it in the list of large cities of the province. The town is almost on the international boundary line, 50 miles from Robson. It is estimated that the falls will produce 20,000 horse-power. The rights have been purchased by a corporation whose plan is to erect a large plant, generate electricity and supply power for mining, lighting and other purposes.

A few miles south of Cascade City and while the distance between the two points the railway crosses the forks of the Columbia river and then turning to the westward runs along the Kettle river to Grand Forks, passing through some of the agricultural land, taken up years ago by farmers who are now about to reap the fruits of their enterprise. The development of the mines. The railway station is out on the prairie, in fact some of the best of the river towns of both Columbia and Grand Forks, neither can claim that the company was partial.

The visit to Columbia and Grand Forks was reserved for the return trip, the excursion train continuing to Greenwood, where it reached early in the evening. Between Greenwood and Grand Forks the road first crosses both forks of the Kettle river and climbs for eleven miles almost to the top of the mountains, the forest lands, an oasis in a sea of mountains, being in full view en route, and the view of volcanic mountain peaks and Crown's creek, however those names from "Volcanic" Brown. Eholt is 3,000 feet high and is a bustling little town, the famous British Columbia richest copper mine in the world, to which the C. P. R. are running a spur being a short distance from the terminus of the line. The property is one of the best in the world, consisting of solid copper pyrites and pyrrhotite, carrying from 10 to 16 per cent. copper, and 10 ounces in silver to the ton. Upward of 10,000 tons have been taken out by the company and it will certainly be a big shipper. There are some of which were opened up by the building of the Columbia & Western.

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COLUMBIA & WESTERN. In the morning, after the arrival of the Rossland and Nelson contingents, 250, the jolly crowd started on the greatest railway climb that any man has ever taken, and the passenger is climbing through a panorama, to which no pen and even the most skillful artist could possibly do credit.

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ready to whip. This is one of the features of the Greenwood camp, the mines there having taken less time to develop than in any other district in the province.

GRAND FORKS. The best part of Friday was spent at Greenwood and then returned to Grand Forks for the night. The people of this prosperous city, for it has a population of 1,000, were in the town, turned out in force to meet the visitors and after they had given them a couple of hours in which to see the sights, took them off to the banquetting hall in the Yale hotel, a modern building, elegantly furnished and well managed. There were over 200 in attendance at the banquet, which was presided over by Richard Armstrong, president of the board of trade, ably seconded by Mayor Masley. Aid Addison and the citizens generally. Although it was in the early hours of the morning before bed was thought of, the members of the party were up bright and early to visit the Granby smelter, which will be completed before spring. The Old Ironsides, Nob Hill and the performance of the band, were 60 an 60 properties in the camp, many owned by the smelter company, which will be able to keep the smelter running to its full capacity of 300 tons a day. A six mile spur is being run from Grand Forks to the mines.

Continuing travelling and banquetting with them, the party began to tell on the party, so the ever obliging C.P.R. consented to a change in the programme and a big performance was given at the rest. So instead of going to Rossland on Saturday evening, the excursion proceeded to Nelson, a stop being made en route at the big tunnel which was explored by the correspondents of the party, and at Robson, where the sleeping cars were started again. The train was reached at 8 in the evening, the station being crowded with citizens, who invited the visitors to dinner at the Hotel Blair and Hume, and to a comfortable little theatre for a smoking concert, where Nelson's amateur minstrel band performed a very good programme, and the vocalists of the Coast cities. Sunday was quietly spent in a survey of the city, climbing the hills to the residential section, and the performance of the band, and the vocalists of the Coast cities. Sunday was quietly spent in a survey of the city, climbing the hills to the residential section, and the performance of the band, and the vocalists of the Coast cities.

BACK TO ROSSLAND. At 6 on Sunday evening the party left Nelson for Rossland, and after a four hour run reached the centre of the famous Southern Kootenay mining camp. This line runs to Robson, where the point passengers are taken up by steamer to West Robson, and then aboard the train again and proceed westward, the distance to Rossland, and is seen in operation. Like all the C.P.R. lines, this one was difficult to build, a switchback being required to climb the mountain side, and the performance of the C.P.R., with an apparent determination to develop the mining and smelting enterprises of British Columbia, have stopped at practically forcing a way for the iron horse through the mountains, the provinces, disclosing as they go more and more riches.

Rossland's brass band, Mayor Gooden, the citizens generally were at the station to welcome Mr. Cameron, his charges, and drove them to the city proper, the Coast members thus enjoying the ride of the best of the coast. Arriving at the Allan hotel, the mayor announced that the city was open to the right, and that at 10 in the morning the party would start to visit the mountains to the west. True to their record to see all that there was to see, the party was ready to start at 10, and the party was ready to start at 10, and the party was ready to start at 10.

AMERICANS LOSE A GENERAL. Lawton Turns Up Missing After Defeat of Oregon Marines by Filipinos.

Insurgents Disband Organized Armies for Resort to Guerrilla Warfare.

By Associated Press. London, Dec. 13.—Ruter's Telegram Company has received the following despatch from Hongkong: "A force of United States marines who landed at Vigan, South Iloos province, from the battleship Oregon, was defeated by the Filipinos under Gen. Fino on December 4.

COMING HOME. Rossland was the last city to be visited, but the enjoyment was not at an end. Arriving at Robson early in the evening, the party was taken to the hotel and the slower but just as comfortable Minto were boarded, and they proceeded to Greenwood, where they were met by the officers of the company, and the party was taken to the hotel and the slower but just as comfortable Minto were boarded, and they proceeded to Greenwood, where they were met by the officers of the company, and the party was taken to the hotel.

TO PROHIBIT CIGARETTES. Kingston, Dec. 11.—The Kingston W. C. T. U. has passed a resolution urging the provincial government to prohibit the sale, manufacture and importation of cigarettes. The resolution has been handed to Mr. Britton, M. P., to bring before the government.

Pain from indigestion, dyspepsia and too hearty eating, is relieved at once by taking a few of the Liver Pills immediately after dinner. Don't forget this.

An Island Industry.

Comox Coal Becomes the Moving Influence for Continental and Ocean Traffic.

Best Steam Producer Known to the C. P. R. and the Pacific Liners.

Colliery Enterprise Provides Car Ferry Connecting Victoria With All Railways.

By Our Own Correspondent.

Vancouver, Dec. 13.—The growing demand for Comox coal for railway and steamship purposes directs attention anew to the fact that this product of the Union Colliery company's mines has carried off the palm in competition with steam fuel from every part of the world. Many interesting facts were learned in this connection in an interview with Mr. Geo. E. Macdonald of Vancouver, who handles all the product of the Union Colliery Company coming to the mainland, where the demand has grown to such proportions that the transfer barge now in use, with a capacity of twelve tons, has proved insufficient for the service, and another will have to be built to carry twenty cars. The company's barge is now bringing over from 6,000 to 10,000 tons per month, the coal being used as far east as Ketchikan. Railroad and steamer engineers agree in pronouncing Comox coal the very best steam coal on the American continent, and their verdict can be easily proved to be correct.

EVERYWHERE were hundreds of freight cars, with supplies for the miner and railway man, material to build roads and extend railways, and in fact, the whole country is a hive of industry. The possibility of the coal mines, and the need for the roads, that hardly needs being mentioned, is the great railway company's first-class. The cars are now being used for the transfer of goods at hotels and on dining cars cannot be surpassed, and the lake steamers, each with all the latest and every modern convenience, including hot and cold water services and electric lights, and all these cars and steamers the excursionists were from the coast and go, the department being their call and the contents of the larger boats for the sailing. The porters and stewards, some of whom traveled with the party, were always busy, if not waiting to take the party to the steamer, and the contents of the larger boats for the sailing. The porters and stewards, some of whom traveled with the party, were always busy, if not waiting to take the party to the steamer, and the contents of the larger boats for the sailing.

THE STEAMSHIPS' PREFERENCE. Again, since May last the Empresses of the North Sea line, and the Australian steamships have used the product of the Union mines for years in the coal consumption of the New Zealand and Australian coasts, so that the superiority of Comox coal is acknowledged on three continents. The American navy has also recognized the coal as the best, on many occasions they using it on their transports and cruisers.

THE CAR FERRY. In speaking of the great care the company take in handling their coal Mr. Macdonald says that in order that the coal may reach the customers on the mainland in the best condition a transfer barge to carry loaded cars was built at the Colliery, and the company's barge can be taken on at any tide, slips were built at Union, Oyster Harbor and the Colliery, and the coal is loaded at the mine goes right through to its destination without breaking bulk.

VICTORIA ON RAILWAY LINE. The slip at Oyster Harbor is just about completed and in a few days it will be possible for Victoria to see equipment for the cars of the New York Central, the Sea Board Air Lines, Boston, Albany, G. N. and N. P., Chicago refrigerator and other cars, and the company's barge can be taken on at any tide, slips were built at Union, Oyster Harbor and the Colliery, and the coal is loaded at the mine goes right through to its destination without breaking bulk.

EXTENSION COAL IN FAVOR. The new coal brought out from the Rossland mines is even superior to the old Wellington and is being used in the proved facilities for handling customers secure it in better condition.

COKE FOR JAPAN. A sample of coke sent to Japan proved to be equal, if not superior, to any of the best English coke, and arrangements are being made to ship large quantities to that country. It is only a question of time when the whole coke trade of the Pacific will be centered at Union.

EMPLOYMENT OF CARS. For the large and increasing coal trade at Union and Wellington the B. & N. Railway have purchased 200 of the most improved coal cars from Crossen's car works at Cobourg, Ont. These cars are all of 60,000 pounds capacity and are fitted with the most approved appliances. Owing to the extraordinary stress of business, arrangements were made with the C. P. R. to have the cars shipped as fast freight. Fifty have already been sent to Oyster Harbor and the balance will be sent to Rossland as they arrive. Up to the present time wood has been the principal fuel in the upper country, but a railway transportation system has been built so high as to permit the shipment of coal, but arrangements have now been made to put the rate on such a basis that it can be laid down at moderate figures.

Freight charges from Vancouver are much higher, proportionately than from other sources of coal supply. Leith, bridge and Fernie for instance, the about as much as that from Vancouver to Kamloops. It is stated on authority that the cost to the railroad of handling from Fernie to Rossland may be much more than that of hauling from Vancouver to Kamloops. As there is a great demand for coal at Ashcroft, it is going to try once more to obtain good coal at a lower rate to that district, and enable the prime coal from the Coast to come into general use there.

Boers at Delagoa Bay.

Freedom Allowed Them There a Serious Menace to British Interests.

London, Dec. 14.—The Capetown correspondent of the Times says: "There is great dissatisfaction with the condition of affairs at Delagoa Bay. Lorenzo Marques is rapidly becoming a Transvaal emporium and becoming the headquarters for Transvaal agents of every description who are able to communicate freely with other agents and with Europe."

"The difficulty of preventing the importation of machinery and materials required for the state worked mines, especially for the government factories, and even of actual ammunition, has been enormously increased by the practical impossibility of conducting thorough searches of foreign vessels professedly conveying food."

"The course adopted by the Imperial government is regarded as tending seriously to prolong the war and to benefit foreign shippers at the expense of British, who in any case are unable to trade with the enemy."

SAVORS OF TREASON. Cape Ministry Accused of Giving Free Transportation to Recruits for Free State Army.

London, Dec. 13.—A despatch to the Central News says that the Schreiner Ministry at the Cape gave passes to the Orange Free States pupils attending colonial colleges who wanted to go home and fight the British. As a result, Sir Alfred Milner, governor of Cape Colony, is considering the dismissal of Schreiner and his colleagues.

DOMINION NEWS NOTES. The Canadian Pacific Railway place a possible one regular train for the season, and the locomotive that in competition extending over their entire system has run the Montreal says that the best of the coal consumed by the locomotives running between Vancouver and Kamloops, burning Comox coal have proved better this winter than for months and months in succession, and wear it still. When the heavy grades of the run as compared with the level runs in the East are taken into consideration, the performance is much more remarkable.

SMASHING THE MACHINE. Toronto, Dec. 13.—The Mail says: "The net result of Tuesday's work is the loss of one seat, West Elgin, by the government. This gives Whitney a gain of two on a division. It was expected the Ross shuttle, together with a new policy scheme, would stem the tide of dissatisfaction and repair the breach which the election disclosures have effected. This expectation has not been realized. The people will not be assured until the machine is smashed and the men who profit by its labors are dismissed."

FATALITY IN A BALLROOM. Hamilton, Dec. 13.—Miss Frances Brounch, daughter of the late Francis Broughton, formerly manager of the old Great Western railway, was fatally burned last night by the explosion of a coal oil lamp in a ballroom.

SIR GEO. KIRKPATRICK DEAD. Toronto, Dec. 13.—Sir Geo. A. Kirkpatrick, ex-speaker of the Canadian House of Commons and former lieutenant-governor of Ontario, died this morning after a prolonged illness.

FOR MAYOR OF TORONTO. Toronto, Dec. 13.—Ex-Mayor E. Clarke, M.P., in response to a resolution signed by over eight thousand citizens, announced that he will be a candidate for the mayoralty at the January elections.

A RECTOR RESIGNS. Hamilton, Dec. 13.—Rev. Canon Bland has resigned the rectorship of Christ Church cathedral.

BURIED AT WINNIPEG. Winnipeg, Dec. 13.—The funeral of the late George McTavish, who died at Vancouver, was held here to-day, and largely attended.

NOTES FROM THE CAPITAL. Call for Particulars of Local Manufacturers—Ticket-of-Leave Men—A Railway Company Napping.

Ottawa, Dec. 13.—The department of trade and commerce is sending out a circular to all the boards of trade of Canada, asking them to furnish the department with the names of firms or companies in their districts whose production is large and constant, and giving a summary of the principal articles produced and an estimate of the quantity of production. This information will enable the department to answer enquiries more readily.

WILSON FOR LEADER. From Our Own Correspondent. Revelstoke, Dec. 12.—Petitions pledging the signers to support Charles Wilson, Q. C., for the Liberal-Conservative leader in provincial affairs have been sent from Vancouver to up-country Conservatives.

COAXING THE GOLD. London, Dec. 13.—The Daily Chronicle says: "The Bank of England, we hear, is going to try once more to obtain gold abroad by lending below current rates on condition that borrowers repay when due in imported gold."

Boers Caught Range Abandoned British Were Admitted to Suffer.

Several American Parties Report Rout or Capture of Insurgents.

Spanish Prisoners by the Thousand Freed at Last-Aguinaldo in Straits.

By Associated Press. Manila, Dec. 12.—A despatch just received from Cerveras says Major March completely routed Gen. Del Pilar's force on December 2 in a fight in a mountain pass 3,000 feet above the sea. Del Pilar was killed. Two Americans were killed and nine wounded. On December 3 Major March was about 24 hours behind Aguinaldo, who had believed he had found an inaccessible refuge. Aguinaldo was greatly affrighted on hearing of the death of his chief of staff and instantly prepared for flight.

WASHINGTON, Dec. 13.—Gen. Otis reports from Manila that the insurgents are at the end of their resources from a military point of view and are willing to accept the rapid advance of the American troops at all points and says: "Gen. Young reports his extreme northern forces captured rifles and property with all the insurgent transportation, and released all the Spanish prisoners in that section, to the number of about 200. Our casualties were two wounded."

London, Dec. 16 (24) office has received a despatch from Gen. Buller's serious reverse, losing 100 men in a successful attempt to capture the following is the text of the general's despatch to Lord Chieveley Camp, Dec. 16: "I regret to report a serious reverse in full strength near Chieveley at 4 this are two fordable places river, and it was my intention to pass through one are about two miles apart was to force one or the brigade, supported by a Hilliard and the right of ton to attack the centre either."

Early in the day I saw would not be able to had, however, attacked lantry, and his leading Connaught Rangers, I great deal. Col. I G seriously wounded. I then ordered the advance, which he did, right, the E. M. S. of station and the hon. At that moment I heard artillery 11 set to the 14th and 68th field of 12-pounders, quick Col. Long, had advanced river, in Long's desire to effective range. It proved the enemy, who suddenly ing fire at close range, horses, and the gunners to stand to their guns, were killed, and as several in a donag, and desperate made to bring out the fire, however, was too slow two were saved by Capt some drivers, whose nish. Another gallant attempt teams was made by a name I will obtain. Of the were killed, and as several wounded, I would not attempt, as it seemed that a shell mark. Not wishing to a gallant attempt to unsupported by artillery, troops to withdraw, which good order. Throughout the day force of the enemy was a fine flank, but was kept ed men under Lord Duffer of Gen. Barton's brigade, immensely hot and trying whose conduct was excellent. We have abandoned 10 by shell one. The losses in Gen. Hart I fear, heavy, although of severely wounded is 1,114. The 14th and 68th field suffered severe losses. We have retired to our camp. London, Dec. 16 (24) office has received a despatch from Gen. Buller's serious reverse so late that morning news are confined to pressions of extreme need and of British troops blindly almost, to the enemy's rifles. It can that the moral effect will rate our difficulties over of operations. The countered with annoyance and hard work we have since the Indian Mutiny mandants have shown the to give our generals useful lessons in modern tactics. The Times says: "Simp the Indian Mutiny the has been confronted with so pe

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THE EIGHT HOUR BILL. From Our Own Correspondent. Revelstoke, Dec. 12.—The mine owners' meeting at Rossland on Saturday night, at which the Le Roy shall make a test case of the eight-hour bill of the British America Corporation will take steps to-day to force the government to also consider a similar bill for the Rossland, Boundary and Nelson owners and the Slocan Silver-Lead Mines Association and a striking action. The Slocan Union \$3.25 per day of eight hours. It is reported that the union refused to sign a new agreement and associations may join for future protection.

ONTARIO BY-ELECTIONS. Toronto, Dec. 12.—(Special)—The Ontario by-elections held to-day reduce by the almost narrow majority of the Ross government.

WINNIPEG MAYORALTY. Winnipeg, Dec. 12.—(Special)—Civic elections were held to-day but caused very little interest. Aid. Horace Wilson was elected Mayor by 70 votes over Ald. Matthews. The aldermanic contests resulted in the election of Robt. Barclay in ward 2, Thomas D. McLaughlin and Capt. Carruthers in ward 6. All the others were by acclamation.

Test the Urine. It tells the state of the Kidneys--To make the Kidneys healthy use Dr. Chase's Kidney-Liver Pills.

The up-to-date physician ascertains the health of the kidneys by an examination of the urine. It is not necessary, however, to be an expert in order to tell if the kidneys are deranged. You can conduct an examination yourself. Allow the urine to stand for twenty-four hours in a glass bottle or vessel. If at the end of that time it contains a sediment resembling brickdust you may be certain that the kidneys are sluggish and inactive, and that they are leaving deadly poisons in the system which will in time produce terribly fatal results.

As an invigorator of the kidneys Dr. Chase's Kidney-Liver Pills are of inestimable value. They act directly and naturally, and make the kidneys, liver, and bowels regular, active, and healthy.

Dr. Chase's Kidney-Liver Pills positively, permanently and promptly cure Bright's disease, kidney and liver disorders, backache, lumbago, rheumatism, and all the painful and fatal complications of the filtering organs of the body. The sale of this great kidney remedy is enormous throughout this continent and Europe. The merit is proved by scores of thousands of grateful cured ones. One pill a dose, 23 cents a box, at all dealers, or Edmondson, Bates & Co., Toronto.

DIED. LOBB—At the Provincial Royal Jubilee Hospital, on the 11th inst. William Archibald, youngest son of Mr. W. H. Archibald, of W. D. & J. Ferris, from aged 22 years.

HORNBAY—In this city, on the 7th inst., Samuel Horne, aged 70 years; a native of Henderson, Kentucky.